KENDALL SQUARE MOBILITY TASK FORCE

Meeting #11
Final Recommendations
April 6, 2017

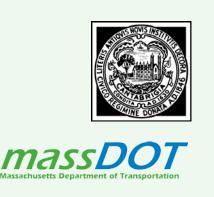


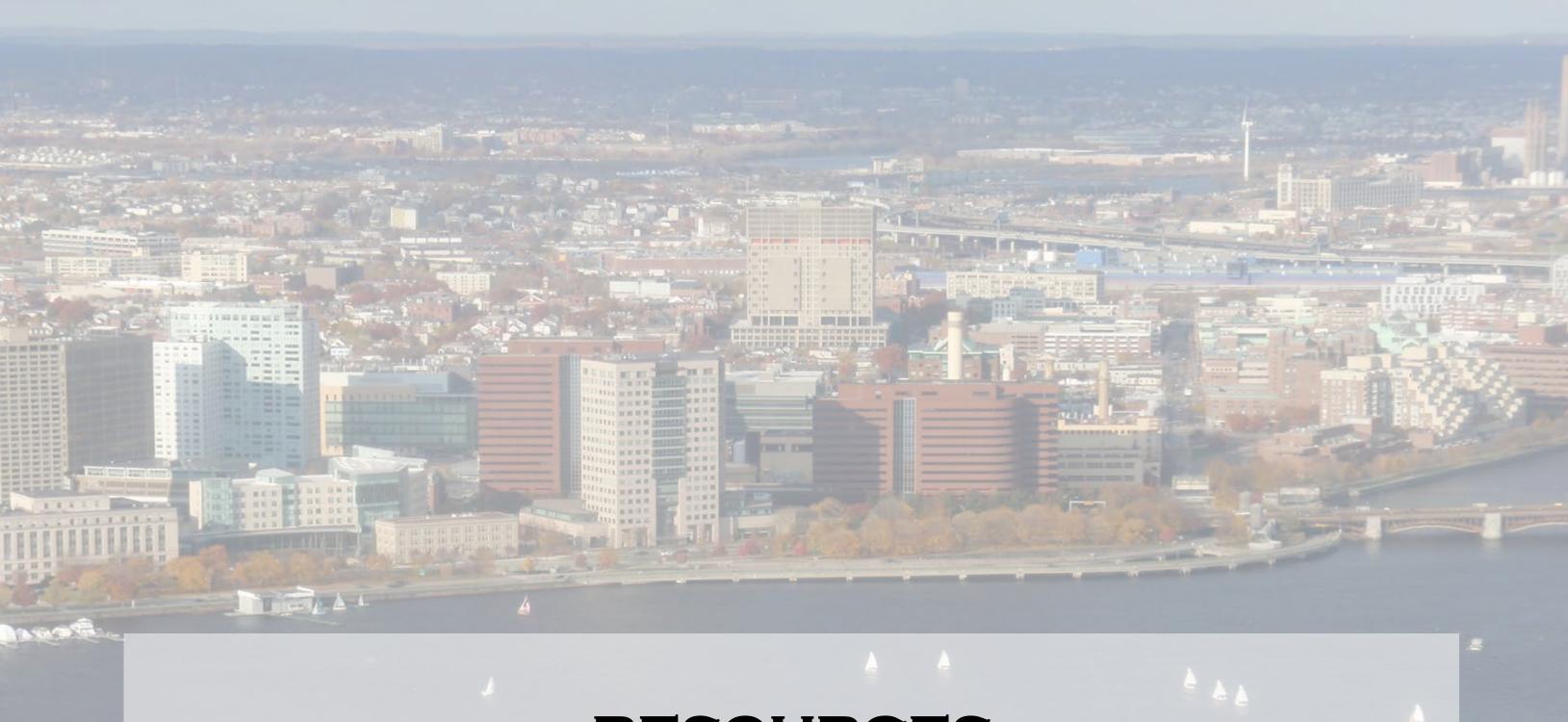


AGENDA

Introductions	10 mii

- Resources5 min
- Initiatives
 80 min
 - 1. Red Line
 - 2. Grand Junction
 - 3. Bus
 - 4. Ride-hailing/Shuttles
- Next Steps
 15 min
- Public Comment
 10 min





RESOURCES







RESOURCES

- City: \$10 million for the Grand Junction multi-use path between Binney and City line
- MIT
 - \$500k towards Grand Junction Park (complete, also funded by Cambridge Redevelopment Authority)
 - NoMa SoMa
 - \$175K toward transit studies in Kendall Square (Prior to Occupancy Permit for commercial development over 300,000sf GFA)
 - \$250K for transit investment (Prior to Occupancy Permit for commercial development over 600,000sf GFA)
 - Up to \$500K additional if transit trips are triggered
 - Replace inbound headhouse





RESOURCES

Boston Properties

- Google Connector: \$2million toward Binney Park (includes GJ path)
- 88 Ames Street: \$50k towards KSMTF follow-up
- MXD Infill
 - \$6 million (Kendall Square Transit Enhancement Program/KSTEP), allocation TBD by working group
 - Up to \$500k additional if transit trips are triggered
 - \$400k contribution toward outbound headhouse/station improvements

Alexandria

- 399 Binney
 - \$172K toward improving transit conditions in Kendall Square (Prior to Occupancy Permit)
 - Commitment to convey strip of land (16,839sf) for Grand Junction multiuse path
- Other upcoming development may make additional funds available, depending on impacts









RED LINE INITIATIVE 1.1

Review results of ABC analysis of anticipated capacity increase from Red Line car purchase and advocate for additional Red Line capacity improvements, at known bottlenecks such as:

- Alewife, Columbia Junction (where the Ashmont and Braintree lines split), and Park Street
- Resources required:
 - City staff time in tracking the ABC analysis
- Steps to completion:
 - Follow ABC study process (scope of work not publicly released at the time of this plan)
 - Identify a group within which to continue to organize and advocate for Red Line improvements, for example, Kendall Square Association





RED LINE INITIATIVE 1.2

Advocate for (additional) Kendall Square station improvements, for example:

- Expediting boarding (e.g. tape on platforms)
- Expanding platforms or entrances/egresses
- Resources required:
 - City staff time
 - Station improvements require funding, with the source TBD
- Steps to completion:
 - Coordinate with the MBTA to understand and advocate for station improvements that affect operating efficiency
 - Coordinate with Kendall Square stakeholders, the MBTA and others to better understand and identify funding needed to accommodate demand on the platforms





RED LINE INITIATIVE 1.3

Advocate for repairs to the Red Line portal and including it in the MBTA's vulnerability and resiliency assessment

- Resources required:
 - City staff time in coordinating with the MBTA
 - Repairs require funding, with the source to be determined
- Steps to completion:
 - Advocate for the state and MBTA to fund repairs and full vulnerability and resiliency assessment of the Red Line portal





Create a working group to collaborate on implementing the Grand Junction multiuse path, with the following role:

- Clearly define the goals for the design of the path related to transit
- Work with the City to engage MassDOT
- Identify and resolve next steps in the design and construction of the remainder of the path from Binney Street to the City line
- Engage with stakeholders to move the segment south of Main Street towards implementation
- Provide input on the path design process as well as Initiatives 2.2 and 2.3
- Address challenges associated with and further advocate for completion of the multi-use path through Cambridge and regional connections into Boston and Somerville



Create a working group to collaborate on implementing the Grand Junction multiuse path

- MIT and CRA have already funded the construction of the first portion of the path
- Binney Street park parcel funded through developer mitigation
- \$10 million has been allocated for the design and construction of the northern path segment (Binney to the City Line).
- No resources are yet available for construction for remaining portions
- Resources required:
 - City staff time to manage a working group and a consultant team
- Steps to completion:
 - Develop a proposed workplan for the stakeholder group, including membership
 - Launch the stakeholder group in the summer of 2017
 - Finalize working group membership, develop work plan for group at the first meeting, and continue to meet as planned throughout the design process

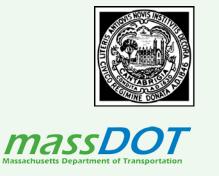






Survey Grand Junction Right-of-Way

- Physical and land survey from Binney to the City Line
- Will confirm that there is space for two tracks and a multi-use path along the length of the ROW
- Resources required:
 - Funding has already been allocated toward this effort
- Steps to completion:
 - City and MBTA legal teams to negotiate a contract
 - Consultant to complete survey and report





Develop transit conceptual or 25% designs

- Resources required:
 - Consultant effort (amount and source of funding TBD)
 - City staff time in managing consultant
- Steps to completion:
 - Develop a scope and timeframe
 - Identify funding source
 - Engage consultant
 - Stakeholder engagement





Produce new transit demand estimations

- Resources required:
 - City staff time coordinating with MassDOT
 - MassDOT engagement of and management of consultant
- Steps to completion:
 - Participation in Focus40 process (ongoing)
 - Coordination with MassDOT in its various capital and service planning processes (Capital Investment Plan, Focus40, MBTA service planning, etc.)
 - Stakeholder engagement





Further study bus priority treatments on First/Binney (need to develop case for the benefits)

- Resources required:
 - Consultant effort (amount and source of funding TBD)
 - City staff time in managing consultant
- Steps to completion:
 - Determine scope, cost and timeframe
 - Identify funding source
 - Engage consultant
 - Ongoing coordination with design of relevant streets to incorporate or not preclude transit priority treatments as appropriate
 - Public and stakeholder engagement



Implement stop consolidation and signal priority for the common CT2/85 corridor from Union to Kendall

- Resources required:
 - The estimated incremental 0&M costs for the MBTA to increase the Route 85 service given these capital improvements is about \$420,000
 - The amount of the capital costs and source of funding are TBD
- Steps to completion:
 - Share results with Somerville for locations in those municipal boundaries
 - City staff to review recommendations for stop relocations and TSP and coordinate with MBTA, including any public process required
 - Identify where capital investment will be required to make proposed new stops accessible
 - Engage consultant in further analysis and design of recommended queue jump locations







Extend 64/70/70A into Kendall Square

- Via Mass Ave, Main St, and Portland, returning via Portland,
 Albany, Mass Ave, Lansdowne, Franklin, Sidney, and Green
- Combined, there will be 8 buses per hour between Central and Kendall (7.5 min headways) during the peak
- Resources required:
 - The estimated incremental O&M costs for the MBTA to extend both the 64 and 70/70A into Kendall at these frequencies is about \$1.36 million
- Steps to completion:
 - Coordinate with the MBTA and its service planning process, including any public process required





Increase EZRide shuttle service

- Decrease peak headway from 7 minutes to 4 minutes and the midday headway from 20 minutes to 15 minutes
- Resources required:
 - Additional resources (amount and source of funding TBD) will be needed to operate additional EZRide service
 - Consultant effort (amount and source of funding TBD) to analyze the impact of some trips providing direct service from North Station to Kendall
- Steps to completion:
 - Charles River TMA to determine operational and financial opportunities for service expansion







Implement new CT4 service

- Connecting Sullivan and Kenmore via Lechmere and Kendall from Sullivan across a future bridge from Inner Belt Road to McGrath
- Resources required:
 - The estimated incremental O&M costs for the MBTA to provide the new CT4 service is over \$5million.
 - Capital costs and source of funding TBD
- Steps to completion:
 - Include service in MBTA service planning process, including any public process required
 - Explore alternative options for operating and funding service outside of the MBTA service planning process, if required







RIDE-HAILING INITIATIVE 4.1

Collect data to better understand ride-hailing services

- Resources required:
 - City staff time
 - Amount needed and source of funding for further study TBD
- Steps to completion:
 - Coordinate with regional entities to launch a more comprehensive data collection effort
 - Continue to meet with service providers to understand challenges and opportunities, and gather more information





RIDE-HAILING INITIATIVE 4.2

Develop policy recommendations related to ride-hailing services

- Resources required:
 - City staff time
- Steps to completion:
 - Participate in regional conversations to develop policy recommendations



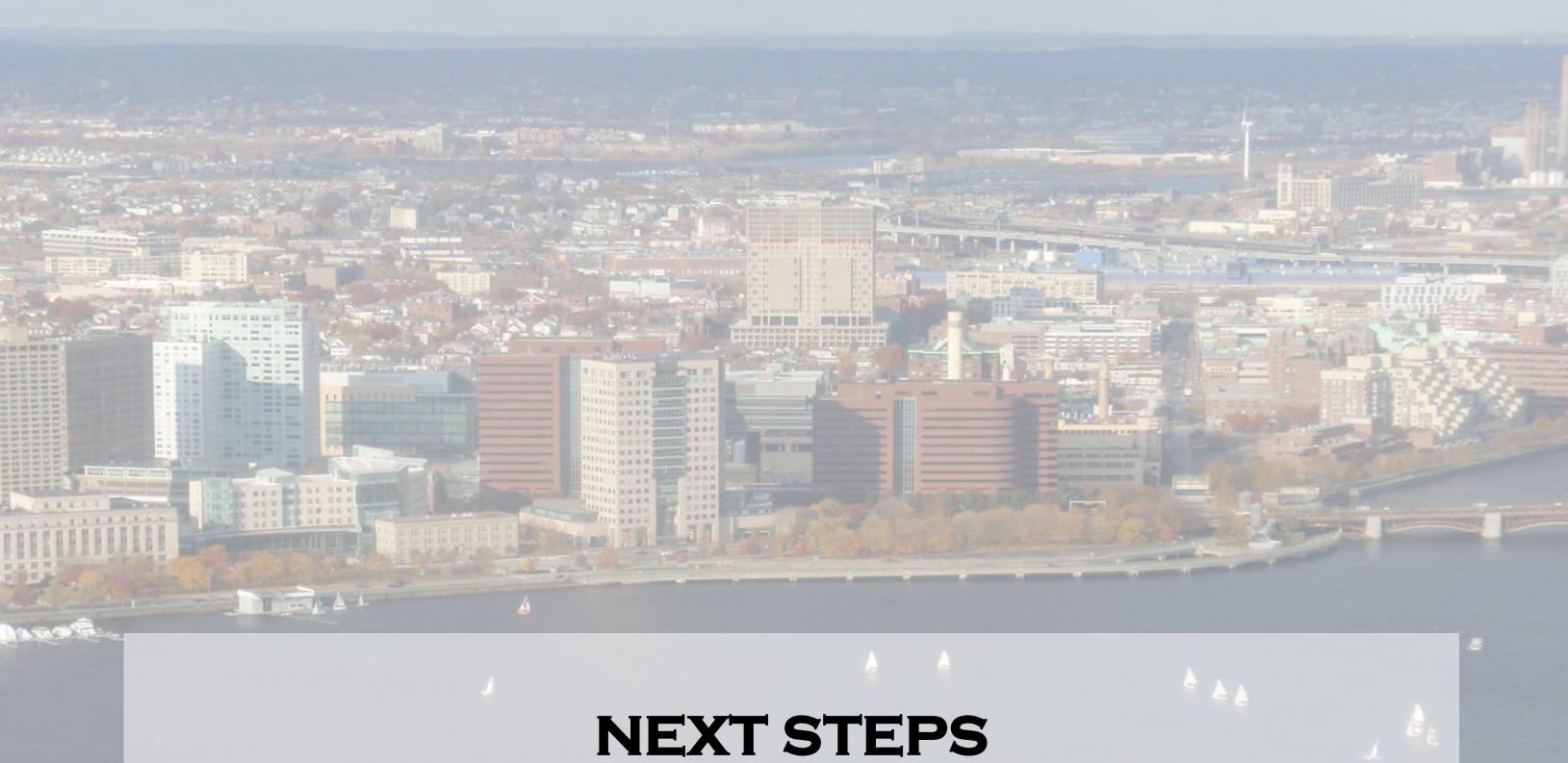


SHUTTLE INITIATIVE 4.3

Explore opportunities for consolidating shuttles

- Resources required:
 - Consultant effort (amount and source of funding TBD)
 - City staff time in managing consultant
- Steps to completion:
 - Develop a scope and timeframe
 - Identify funding source
 - Engage consultant







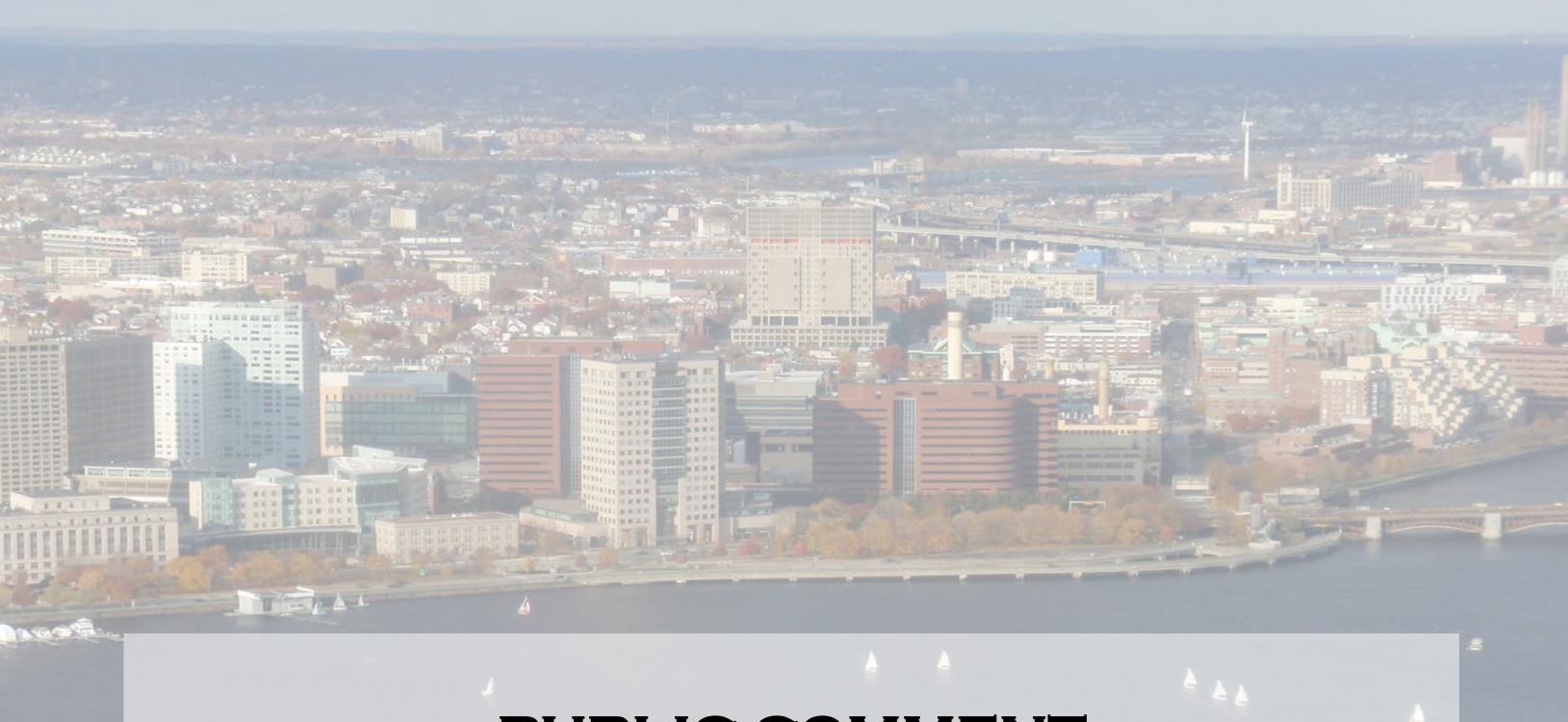




DISCUSSION OF NEXT STEPS

- Championing initiatives
 - Continuation of Task Force
 - Other constituencies/approaches





PUBLIC COMMENT







INFORMATION AND CONTACTS

Website:

http://www.cambridgema.gov/CDD/Projects/Transportation/kendallsquaremobilitytaskforce

Contacts:

- Brian Dacey, President, Cambridge Innovation Center 617-401-2870, dacey@cictr.com
- Susanne Rasmussen, Director of Environmental & Transportation Planning, City of Cambridge
 - 617-349-4607, srasmussen@cambridgema.gov
- Tegin Bennett, Transportation Planner, City of Cambridge 617-349-4615, tbennett@cambridgema.gov



